crashed on 26th April, 1993 after taking off from Aurangabad airport;

(b) if so, the details thereof and the loss of human lives and the properties;

(c) whether amy preliminary investigations have been conducted;

(d) if *so,* the details thereof; and

(e) what steps Government has contemplated to avoid recurrence of such accidents in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD); (a) Yes, Sir.

(b) After take off, the wheel gear of the aircraft had hit a high-rise truck loaded with cotton, passing on the road outside the perimeter wall. The landing gear of the aircraft broke off and the aircraft swerved to the left. Thereafter, it hit a power transmission line and crashed in a field about 7 k.m. away from the airport. The aircraft broke into pieces and caught fire. 53 passengers and 2 crew members lost their lives.

(c) and (d) Preliminary report of investigation by the Inspector of Accidents appointed by DGCA has not yet been received.

(e) Measures, such as implementation of recommendations emanating from investigation of aircraft accidents, dissemination of safety information, monitoring of cockpit voice recorders, carrying out periodic inspection of aerodromes, implementation of measures for eradication of bird menace at airports etc. are taken to improve air safety.

Rules and Regulation Governing issue of Complementary Air Tickets

1567. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of rules and regulations governing the issue of complementary air tickets to the employees of Air India and Indian Airlines, including the members of their families, parents etc; and

(b) whether they are entitled to visit any place in the country and abroad during a year, if so, what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU. LAM NABI AZAD); (a) The details of the free/concessional passages to which the employees of Air India and Indian Airlines and their family members are entitled under the Passage Regulations are indicated in Statement I.

and II attached (See below).

(b) Normally. the employees are allowed to travel on the services of the respective airline; there is a provision for travel by other airline, subject to guideines in this regard. However, all travel by free|concess. ional tickets is subject to load basis i.e. subject to the availability of seats.

Statement-I

Entitlement of Air India Employees for free/concessional passage.

After completion of satisfactory service of	For travel on International Sectors				For travel on Domestic Sectors				
	No. 1	No. 2	No. 3	No. 4	No. 1	No. 2	No. 3	No. 4	No. 5
	Concession in value (Percent)				Concession in value (Percent)				
1 Year	100	6	10	Nil	100	75	75	75	Nil
2 years	100	80	30	10	100	80	75	75	75
3 years	100	100	50	30	100	100	75	75	75
4 Years	100	100	70	50	100	100	75	75	75
5 Years	100	100	90	70	100	100	90	75	75
6 Years Onwards	100	100	90	90	100	100	90	90	75

on compassionate grounds in each individual case.

Statement-II

Indian Airlines Employee for Travel on Indian Airlines own services

Designation/Salary (Scale/Grade)	Length of Service	Number of Tickets	Family members to whom tickets may be transferred
All Employees irrespective of salary Scale (Grade).	Below 5 years	2 Free+3 at 75% rebate	Self, spouse, children parents, brothers, sisters and other dependents.
	5 years	2 Free+1 at 90% rebate+2 at 75% rebate	
	7 years	2 Free+2 at 90% rebate+1 at 75% rebate	
	10 years	2 Free+3 at 90% rebate	
	20 years	2 Free+4 at 90% rebate	
	25 years	2 Free+5 at 90% rebate	

*Norms governing issue of requests for free/concession Travel of IA employees on other airlines**

Designation/Salary Scale (Grade)	Minimum Length of Service	Frequency of Requests permitted in the normal course	Family members for whom requests may be made
Chairman/Managing Director Dy. Managing Director Directors (19)	Nil	No upper limit specified	Self, spouse, children, perents, brothers, sisters and other dependents.
Dy. Directors/Junior Departmental Heads (Grade 18)	Nil	No upper limit specified	Self, spouse, children, parents, brothers, sisters and other dependents
Manager in salary scale 3395—120—4355—125—4605 (Grvde 17)	Nil	No upper limit specified	Self, spouse, children, parents, brothers, sisters vnd other dependents.
Offi:ers below salary scale : 3395—120—4355—125—4605 (Grade 10 to Grade 16)	5 years	Once in two years unless blood relations reside abroad in which case once annually	Self, spouse, children, parents, brothers, sisters and other dependents. (upto four persons which may be increased at management's discretion.
Employees other than officers	7 years	Once in three years unless blood relations reside abroad in wnih case once annualy	Self, spouse, children, parents, brothers, sisters and other dependents. (Upto four persons, which may be increased at Managements' discretion).

* This is a privilege which cannot be claimed by any employee as a right. Requests may or may not be granted by the airline to whom the request is sent.

Congestion at Goa Airport

1568. SHRI JOHN F. FERNAN-DES:
SHRI PRABHAKAR B. KORE.

Will the Minister of CIVIL AVTA. TION AND TOURISM be pleased to state:

(a) whether Government are aware of acute congestion at Dabolin Airport in Goa;

(b) whether in view of this air. port handling a record number of International chartered Flights as a reseult of which many domsetic flights are either diverted|held up either at Bombay or Bangalore;

(c) whether Government will take up on top priority the Airport Expansion work of Belgaum Airport which is hardly 150 kms away and

(d) if so, by when this work is likely to be tendered and completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU LAM NABI AZAD): (a) and (b) In consideration of growing traffic at